



Rebuilding & Reimagining: Route 6-10 Connector

Public Workshops
April 2016



History

- Built as a highway bypass around Olneyville in 1950s
- Design work dates back 30 years ago
- Project funding never identified
- EIS Completed 10 years ago with no plans for moving entire interchange into construction



- Many bridges shored with temporary supports – some 15 years old and in need of repair
- This year RIDOT is putting out a \$6 M repair project
- This will be just a Band-Aid to keep the interchange in operation
- A throwaway project - dollars are basically a wasted investment as the bridges must be replaced



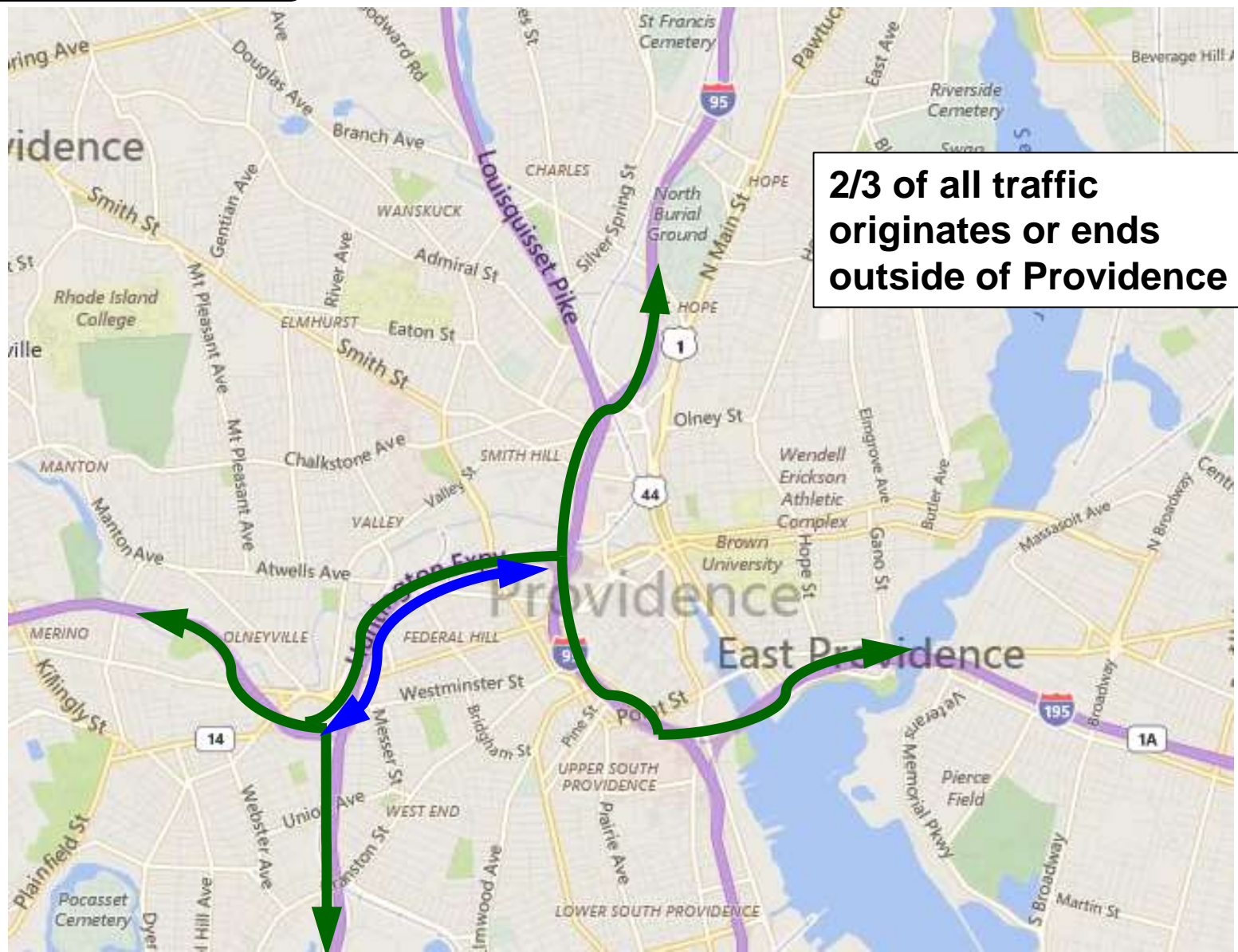
Existing Conditions

Existing Conditions

Traffic Volumes



Route 6/10 Trips



Existing Conditions

Structurally Deficient Bridges



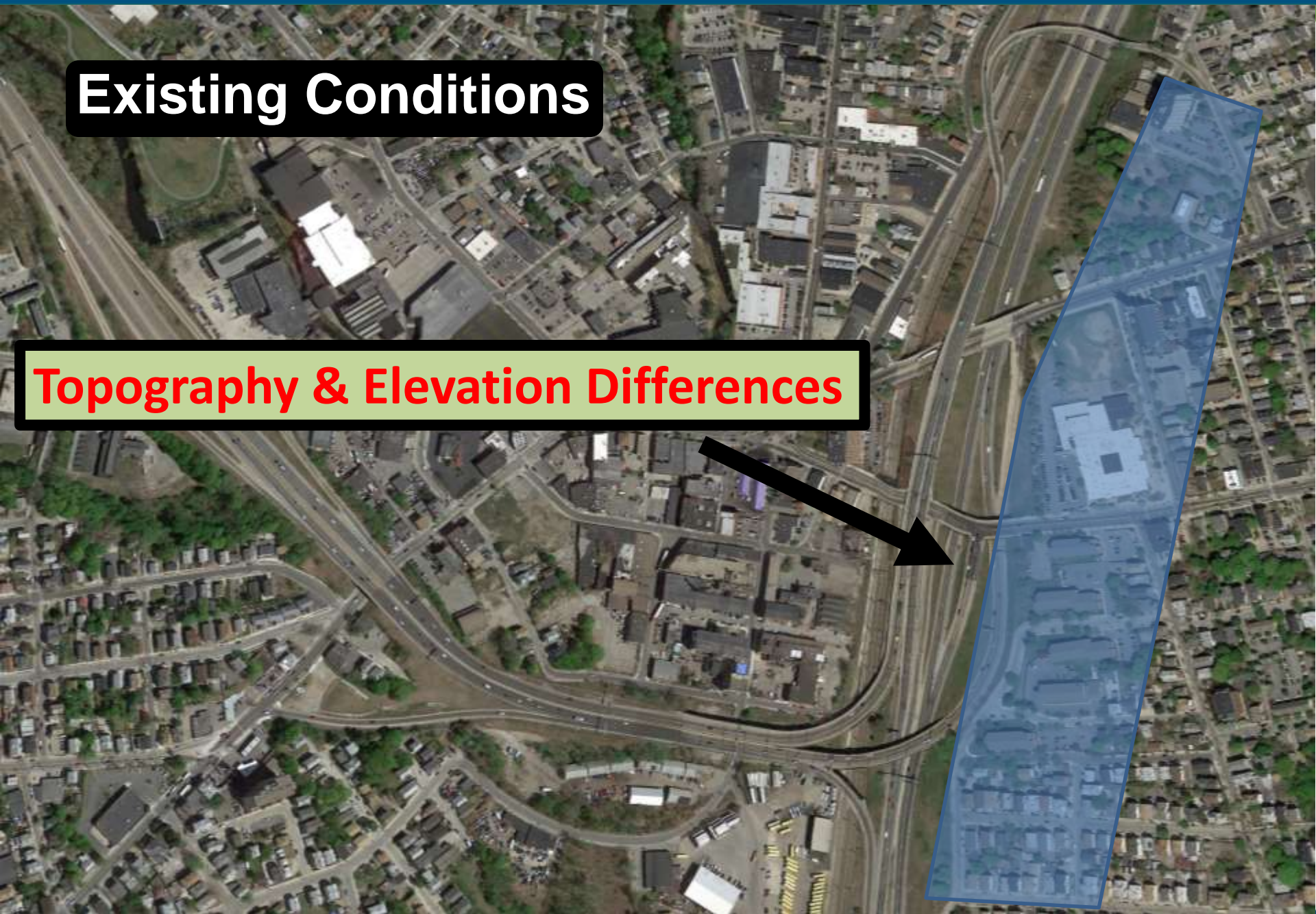
An aerial photograph of a city area, likely in the Northeast United States, showing a dense urban landscape with residential neighborhoods, commercial buildings, and a complex highway interchange. A prominent red line is drawn across the image, following the path of a major transportation corridor. The line starts in the upper right, curves around a large interchange, and then runs diagonally towards the bottom left. The text 'Existing Conditions' is overlaid in a black box in the upper left, and 'Northeast Corridor' is overlaid in a yellow box with a black border in the lower center.

Existing Conditions

Northeast Corridor

Existing Conditions

Topography & Elevation Differences



Original Design







Opportunities for transit

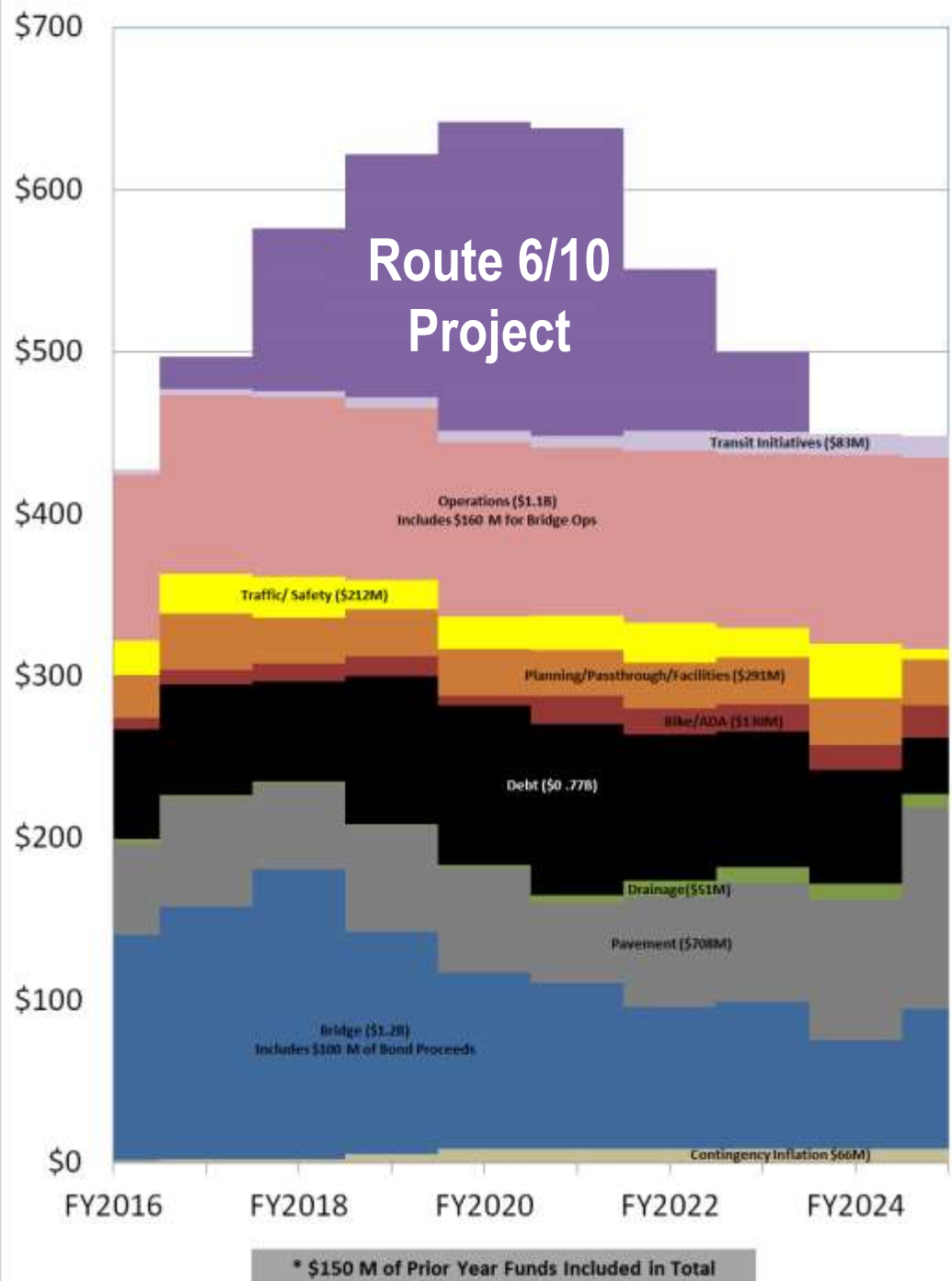
- Bus Rapid Transit (BRT) Systems a success across the country
- Newest BRT in neighboring Hartford - CT Fastrak
- Preliminary 6/10 BRT Ridership – up to 4,000 potential new transit trips
- 10,500-13,000 total potential transit trips





\$800 Million

- RhodeWorks provides \$400 M in local funding for the 6/10 project.
- RhodeWorks anticipated leveraging this local funding to attract an additional \$400 M in federal funds.



Finding a solution

- After long delay, 5-year Federal authorization act passed by Congress in December 2015
- \$800M available in FY 16 for new federal competitive grant for projects of national significance – called FASTLANE
- USDOT will prioritize projects that “strengthen communities through neighborhood redevelopment; mitigate negative impact of freight movements on communities ... particularly for disadvantaged groups.”
- USDOT may consider “whether a project’s design is likely to generate benefits for all users ... including non-driving members of a community...”



U.S. Department
of Transportation

**Federal Highway
Administration**

Finding a solution

- Obama administration has accelerated the application deadlines:
 - Program Announced: February 26
 - Letter of interest due: March 25
 - Application due: April 14
- RIDOT will likely apply for at least \$100 M for Route 6-10



U.S. Department
of Transportation

**Federal Highway
Administration**















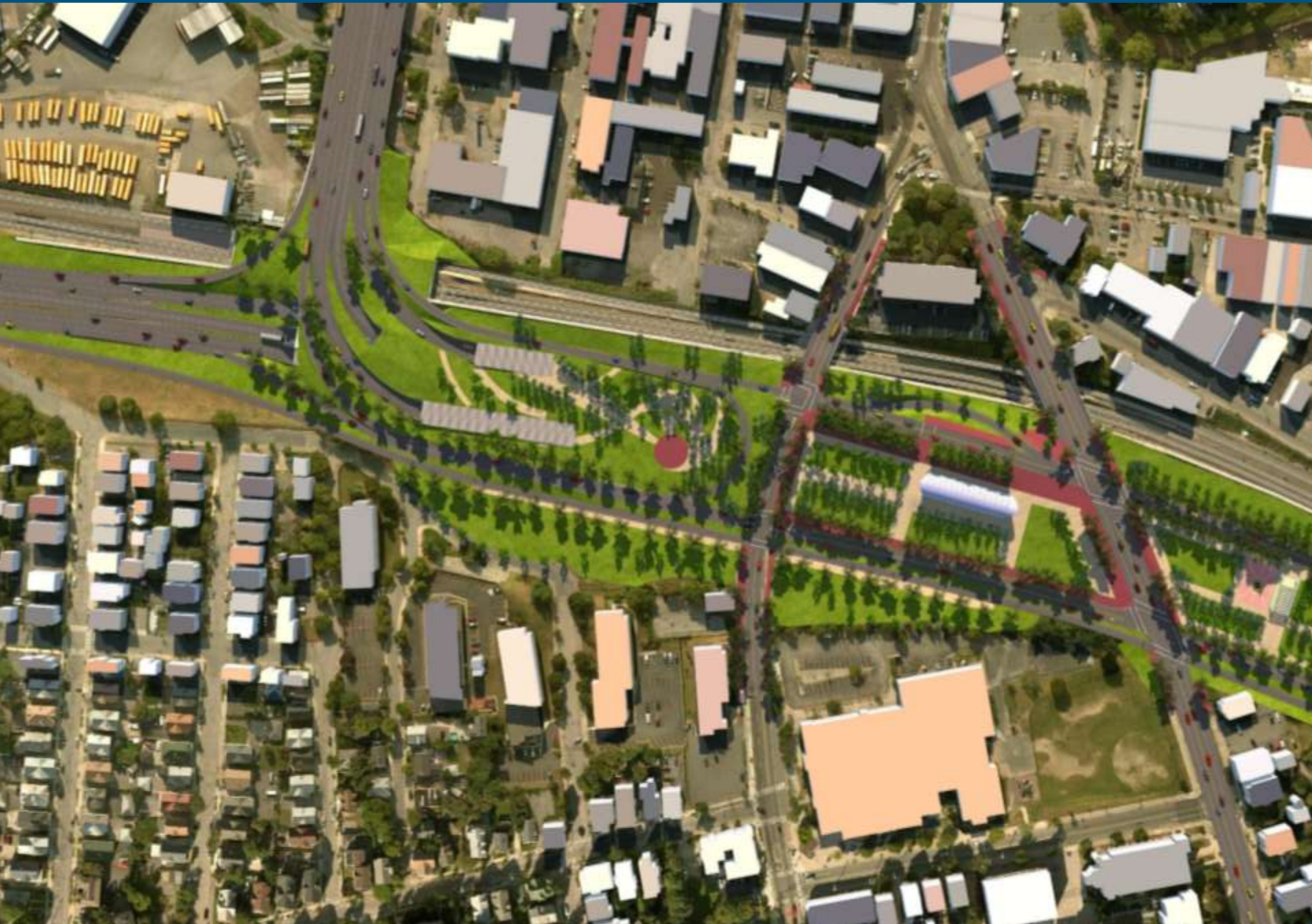












Embarcadero Freeway, San Francisco, CA



- Downtown distributor, incomplete highway stub
- Destroyed and rebuilt as boulevard
- Highway AADT: 60,000
- Boulevard AADT: 26,000

Sources: <http://www.crcog.org/publications/TransportationDocs/Viaduct/CS-UConnGradResearch.pdf>;
<https://www.cnu.org/highways-boulevards/model-cities/embarcadero>
<http://www.flickr.com/photos/telstar/91182844/>;
<http://futurecapetown.com/2012/05/cape-town-without-the-foreshore-freeways/>;
<http://www.preservenet.com/freeways/FreewaysEmbarcadero.html>

Gardiner Expressway, Toronto, ON



- Through highway
- 1st phase complete, additional phase(s) in planning
- Before AADT: 120,000

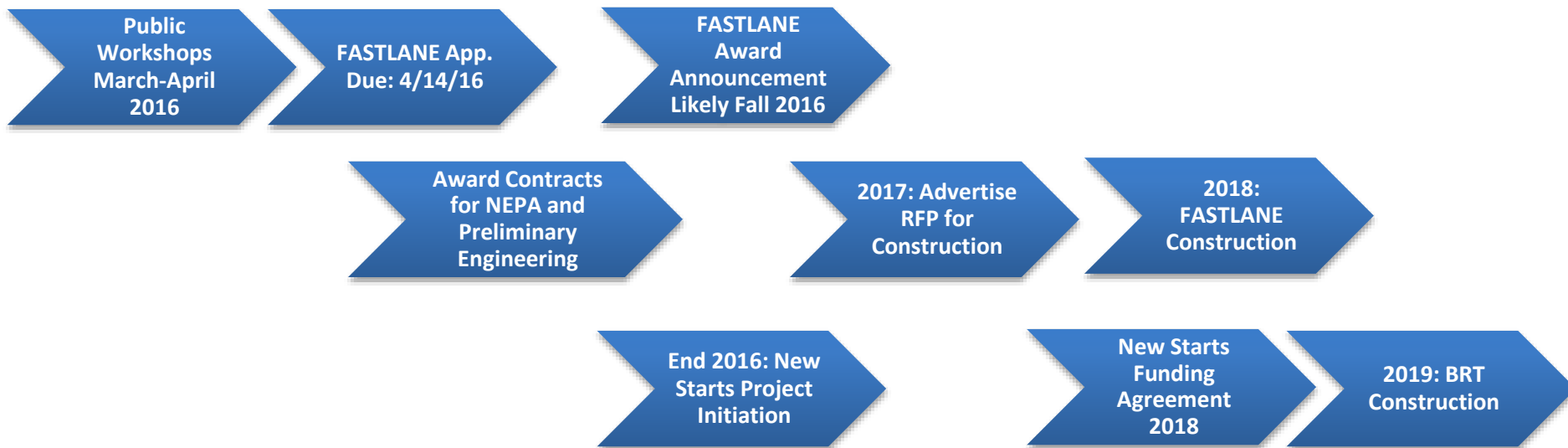
Sources:

<https://www.cnu.org/highways-boulevards/campaign-cities/Toronto>

<http://www.newstalk1010.com/news/2015/04/15/future-of-gardiner-east-tearing-down-some-or-all-of-expressway>

<http://www.gardinereast.ca/sites/default/files/documents/Gardiner%20East%20Public%20Forum%20%2031%20-%20Presentation.pdf>

Proposed Timeline



Thank you



Peter Alviti Jr.
Director



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